

## **Request for an Extension of a Previously Granted Exemption to Use CARES for Larger/Older Persons**

I am writing to request an extension of Exemption No. 10635A issued to Jannik Meister from certain requirements of § 121.311(b) of Title 14, Code of Federal Regulations (14 CFR). This exemption allowed Jannik Meister to exceed the specified weight and height limit for an FAA-approved child restraint system (CARES, manufactured by AmSafe Corporation) during use of that child restraint system (CRS) aboard a United States (U.S.) aircraft. In addition, any air carrier operating under part 121 while Jannik Meister was aboard its aircraft was also granted an exemption from 14 CFR § 121.311(b) to the extent necessary to allow Jannik Meister to use an FAA-approved CRS aboard a U.S. aircraft.

My son is currently 15 years old, weighs 62 pounds, and is 60 inches tall. My son's physical condition is as follows ***cerebral palsy/spastic paralysis***. As a result of his physical condition, he continues to need the support and security provided by an FAA-approved CRS, but because of his weight and height is incapable of compliance with the regulation. I am also submitting the following contact information: ***Ralph Meister, [ralph.meister@gmx.de](mailto:ralph.meister@gmx.de), Heinrich-von-Brentano-Strasse 41, D-63486 Bruchköbel, Germany.***

The original exemption allowed Jannik Meister to occupy an FAA-approved CRS (CARES, manufactured by AmSafe, Inc.), even though he exceeded the manufacturer's weight and height limits. This ensured a high level of safety for Jannik Meister and a high level of safety for the other passengers and crew on the airplane. In fact, in Jannik Meister's case, safety is greatly enhanced by the extra support and security that the FAA-approved CRS provides during the entire flight.

Enhancing safety for Jannik Meister is in the public interest. In addition, the public interest is also served by the fact that the use of this FAA-approved CRS allows him to use commercial air transportation. Without the support and security of the FAA-approved CRS, he would be unable to fly commercially. Since the original exemption was issued, there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

If it is necessary to put a summary in the Federal Register, I submit the following:

This is a request for an extension of an exemption from FAR 121.311 (b) to the extent required for an individual to use an FAA-Approved Child Restraint System (CRS) on an aircraft, even though the individual exceeds the weight limits for the CRS. Due to physical challenges, without the support and security of this FAA-approved CRS, this individual would be unable to fly. We request that this individual be allowed to occupy an FAA-approved CRS (CARES, manufactured by AmSafe, Inc.), even though the individual exceeds the manufacturer's weight limits of 44 pounds and height limit of 40 inches. In this case, the safety of this individual is greatly enhanced by the extra support and security that the FAA-approved CRS will provide for this individual during the flight.

Thank you for your consideration of this request.

Best Regards,  
Ralph Meister